





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....3,363 tons.....Captain H. D. Jones.  
 "FOWAN".....3,338 ".....W. A. Valentine.  
 "FATSHAN".....3,260 ".....R. D. Thomas.  
 "KINSHAN".....3,095 ".....J. J. Lottins.  
 "HEUNGSHAN".....3,098 ".....R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "SUI-AN".....1,551 tons.....Captain T. Hamlin.  
 "SUI-TAI".....1,551 ".....G. F. Morrison.

Departures from Hongkong to Macao on week-days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.  
 Departures from Macao to Hongkong on week-days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 5 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,19 tons.....Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....388 tons.....Captain J. Willox.  
 "NANNING".....369 ".....C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamers	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS	JAVA	Second half January	JAPAN	Second half January
TJILIWONG	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH	JAVA	First half February	JAPAN	First half February
TJILATJAP	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 12th January, 1907.

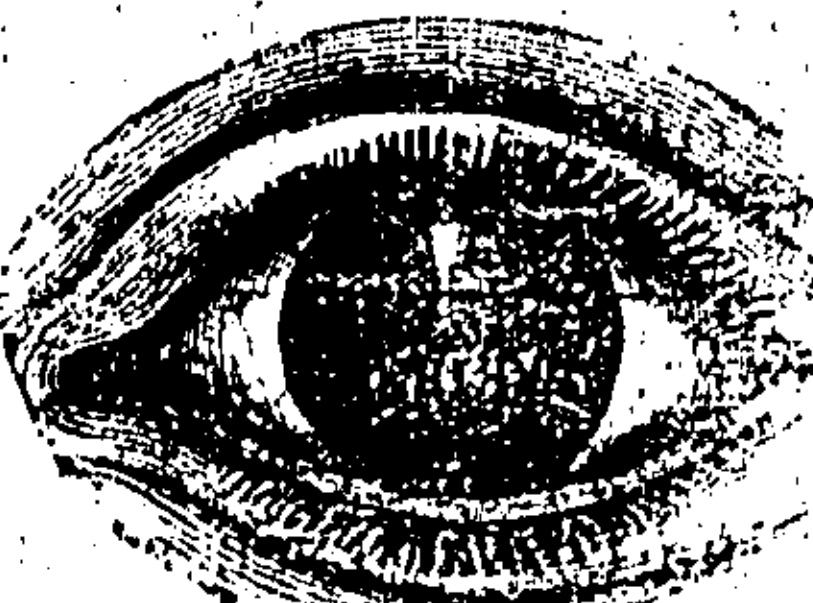
## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.  
 Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight" free.  
 London. CALCUTTA. SHANGHAI.  
 21, John Street, Bedford Row, W.C. 39, Bentinck Street. 366, Nanjing Road.  
 Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. E. OHAUN,  
 THE LATEST METHOD  
 OF THE  
 AMERICAN SYSTEM OF DENTISTRY,  
 35, DES VOUX ROAD CENTRAL.  
 Opposite the University of Pennsylvania, U.S.A.  
 (Established since 1870)  
 Tsin TING.  
 LATEST METHODS OF DENTISTRY.  
 Studio at No. 14, D'ARVILLE STREET.  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong, 20th July, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD BREMEN

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA.  
 ANTWERP, BRUSSELS/HAMBURG.  
 PORTS IN THE MEDITERRANEAN AND HALLTIO PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
 PRINZ HEINRICH.....WEDNESDAY, 30th January.  
 GNEISENAU.....WEDNESDAY, 19th February.  
 PREUSSEN.....WEDNESDAY, 27th February.  
 PRINZESS ALICE.....WEDNESDAY, 15th March.  
 PRINZ LUDWIG.....WEDNESDAY, 27th March.  
 ZIETEN.....WEDNESDAY, 10th April.  
 PRINZ REGENT LUITPOLD.....WEDNESDAY, 24th April.  
 PRINZ BITEL FRIEDRICH.....WEDNESDAY, 8th May.  
 BAYERN.....WEDNESDAY, 22nd May.  
 PRINZ HEINRICH.....WEDNESDAY, 5th June.  
 SCHARNHORST.....WEDNESDAY, 19th June.  
 ROON.....WEDNESDAY, 3rd July.

S.S. "SACHSEN" Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 30th day of January, 1907, at Noon, the Steamship PRINZ HEINRICH, Captain P. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Liqueur can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	£65. 0. 0.	£44. 0. 0.	£24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ			
Via NAPLES, GENOA OR GIBRALTAR	£64. 0. 0.	£44. 0. 0.	£26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	£68. 0. 0.	£46. 0. 0.	£27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of the Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUFI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.  
 MANILA.....1,790.....FRIDAY, 1st February.  
 PRINZ WALDEMAR.....3,127.....THURSDAY, 28th February.  
 PRINZ SIGISMUND.....3,304.....THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£38. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£38. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£38. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £64. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$50.00	\$30.00	\$20.00	Return \$70.00	\$50.00
TO KOBE	\$65.00	\$35.00	\$25.00	Return \$75.00	\$55.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer.....£97. 0. 0.  
 TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.  
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
 RHANGHAI, NAGASAKI, KOBE & YOKOHAMA } GNEISENAU.....THURSDAY, 17th Jan.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PREUSSEN.....WEDNESDAY, 30th Jan.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER or SAN FRANCISCO to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK to Europe by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	£61. 0. 0.
TO BREMEN	£65. 10. 0.
TO PARIS VIA CHERBOURG	£65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	£65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 16th January, 1907.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 370 ft. Width of entrance, top 65 ft., bottom 45 ft. Water on blocks, 26.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 379, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
 Liebers, Scoots, A. I. and Watkins.  
 Yokohama, May 23rd, 1905.

## D. NOMA, TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 35 years experience in TATTOOING is a guarantee of good work and expert execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.  
 (Inaugural, 16th November, 1904)

## VACANCY.

APPLICATIONS are invited for the appointment of an EUROPEAN WARDMASTER, now vacant, in the CIVIL MEDICAL DEPARTMENT OF HONGKONG. Applications with certificates of character, etc., should be forwarded to the Principal Civil Medical Officer at the Civil Hospital not later than Noon of the 22nd instant.

Salary, etc., £110 rising by triennial increments of £20 to £150 a year, with uniform and free furnished bachelor's quarters.  
 Applicants must be under thirty-five years of age.  
 By Order,  
 J. M. ATKINSON,  
 Principal Civil Medical Officer,  
 Civil Medical Department,  
 Hongkong, 12th January, 1907.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
 COAL AND PROVISION MERCHANTS,  
 NAVAL CONTRACTORS  
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG,  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTJEN'S GENUINE  
 COMPOSITION RED HAND  
 BRAND, HARTMANN'S GREY PAINT,  
 DAIMLER'S PATENT MOTOR  
 LAUNCHES,  
 &c., &c., &c.

Sole Agents for  
 FERGUSON'S SPECIAL CREAM  
 and  
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF  
 SHIP'S STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.  
 LI KWONG LOONG & CO.  
 40, DES VOUX ROAD CENTRAL.

CABINET-MAKERS AND ART DECORATORS,  
 from Shanghai, has re-opened their  
 FURNITURE STORE  
 No. 35, DES VOUX ROAD CENTRAL.  
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
 of every description can be made to  
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. Watson & Co., Y. A. Firm and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. B. Watson & Co., Ltd. write as follows:  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."  
 (Sd.) A. B. WATSON & CO., LTD.

ORDERS principally attended to, and CHARGES most moderate.  
 AN INSPECTION INVITED.  
 Hongkong, 10th March, 1905.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
 7.00 a.m. to 7.30 a.m. Every 30 minutes.  
 7.30 a.m. to 9.30 a.m. Every 15 minutes.  
 9.30 a.m. to 11.00 a.m. Every 15 minutes.  
 11.00 a.m. to 12.45 p.m. Every 15 minutes.  
 12.45 p.m. to 1.15 p.m. Every 15 minutes.  
 1.15 p.m. to 1.45 p.m. Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. Every 15 minutes.  
 2.15 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 3.30 p.m. Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. Every 15 minutes.  
 4.00 p.m. to 4.30 p.m. Every 15 minutes.  
 4.30 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 5.30 p.m. Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. Every 15 minutes.  
 6.00 p.m. to 6.30 p.m. Every 15 minutes.  
 6.30 p.m. to 7.00 p.m. Every 15 minutes.  
 7.00 p.m. to 7.30 p.m. Every 15 minutes.

NIGHT CARS.  
 11.15 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
 8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. Every 15 minutes.  
 9.30 a.m. to 10.30 a.m. Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. Every 15 minutes.  
 11.00 a.m. to 1.00 p.m. Every 15 minutes.  
 1.00 p.m. to 1.30 p.m. Every 15 minutes.  
 1.30 p.m. to 2.00 p.m. Every 15 minutes.  
 2.00 p.m. to 2.30 p.m. Every 15 minutes.  
 2.30 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 3.30 p.m. Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. Every 15 minutes.  
 4.00 p.m. to 4.30 p.m. Every 15 minutes.  
 4.30 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 5.30 p.m. Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. Every 15 minutes.  
 6.00 p.m. to 6.30 p.m. Every 15 minutes.  
 6.30 p.m. to 7.00 p.m. Every 15 minutes.  
 7.00 p.m. to 7.30 p.m. Every 15 minutes.

Extra cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voux Road Central.  
 JOHN D. HUMPHREYS & SON,  
 Liquidators.  
 Hongkong, 27th August, 1906.

COLD STORAGE.  
 THE HONGKONG-ICE COMPANY, LTD., have now 30,000 Cubic Feet of COLD STORAGE available at EAST POINT. Steamer will be Open at 10 A.M. and 1 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
 W. M. FARLANE,  
 Manager.  
 Hongkong, 22nd June, 1905.

THE HONGKONG STUDIO,  
 HIGHER CLASS PHOTOGRAPHER,  
 41 & 43, QUEEN'S ROAD CENTRAL,  
 TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.  
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong, 15th September, 1905.

THE NEW FRENCH REMEDY  
 THERAPION.

This successful and highly popular remedy used in the Continental Hospitals, is now available in Hongkong. It is a powerful and effective remedy for all kinds of diseases, and is especially adapted for the treatment of the following:—  
 THERAPION No. 1.  
 THERAPION No. 2.  
 THERAPION No. 3.  
 THERAPION No. 4.  
 THERAPION No. 5.  
 THERAPION No. 6.  
 THERAPION No. 7.  
 THERAPION No. 8.  
 THERAPION No. 9.  
 THERAPION No. 10.

THE THERAPION No. 1.  
 This is a powerful and effective remedy for all kinds of diseases, and is especially adapted for the treatment of the following:—  
 THERAPION No. 1.  
 THERAPION No. 2.  
 THERAPION No. 3.  
 THERAPION No. 4.  
 THERAPION No. 5.  
 THERAPION No. 6.  
 THERAPION No. 7.  
 THERAPION No. 8.  
 THERAPION No. 9.  
 THERAPION No. 10.

THE THERAPION No. 2.  
 This is a powerful and effective remedy for all kinds of diseases, and is especially adapted for the treatment of the following:—  
 THERAPION No. 1.  
 THERAPION No. 2.  
 THERAPION No. 3.  
 THERAPION No. 4.  
 THERAPION No. 5.  
 THERAPION No. 6.  
 THERAPION No. 7.  
 THERAPION No. 8.  
 THERAPION No. 9.  
 THERAPION No. 10.

THE THERAPION No. 3.  
 This is a powerful and effective remedy for all kinds of diseases, and is especially adapted for the treatment of the following:—  
 THERAPION No. 1.  
 THERAPION No. 2.  
 THERAPION No. 3.  
 THERAPION No. 4.  
 THERAPION No. 5.  
 THERAPION No. 6.  
 THERAPION No. 7.  
 THERAPION No. 8.  
 THERAPION No. 9.  
 THERAPION No. 10.

THE THERAPION No. 4.  
 This is a powerful and effective remedy for all kinds of diseases, and is especially adapted for the treatment of the following:—  
 THERAPION No. 1.  
 THERAPION No. 2.  
 THERAPION No. 3.  
 THERAPION No. 4.  
 THERAPION No. 5.  
 THERAPION No. 6.  
 THERAPION No. 7.  
 THERAPION No. 8.  
 THERAPION No. 9.  
 THERAPION No. 10.



**Intimation.**

**Powell's**

Ladies' Outfitters,  
ALEXANDRA  
BUILDINGS.

**NEW  
GOODS  
NOW ON SHOW.**

**GOLF  
JERSEYS**

White,  
Navy,  
Cardinal,  
from \$5 each.

White and Pale Blue,  
White and Navy,  
White and Myrtle,

White and Red,  
from \$5.25 each.

Splendid Value.

**COSTUMES**

Latest Styles,  
Well Cut,  
Smart,  
from \$30 each.

**DAINTY  
TAILOR-MADE  
SKIRTS**

Serge,  
Tweed,  
Voile,  
Cloth,  
and Flannel,  
from \$9.50 each.

INSPECTION INVITED.

**POWELL'S  
HONGKONG.**

Hongkong, 31st December, 1906. [55]

**Co. Del.**

**NOTICE OF REMOVAL.**

On or about the 15th  
January.

Messrs. K. A. J. CHO-  
TIRMALL & Co.

will remove

to

NEW PREMISES.

No. 64, QUEEN'S ROAD

CENTRAL,

formerly occupied

by the

'Travellers' Hotel.

Hongkong, 8th January, 1907. [45]

**TO LET.**

FOUR-ROOMED HOUSES at PRAVA  
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907. [75]

**TO LET.**

NOS. 8 and 16, LEIGHTON HILL ROAD.  
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND  
& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [88]

**TO LET.**

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Voeux Road Central,  
(formerly occupied by Messrs. Shawan, Tomes  
& Co.

Apply to—

HO TUNG,  
Comptroller Department,  
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [72]

**TO LET.**

THE Premises known as No. 199, WANCHAI  
ROAD, now occupied by Messrs. Macdonald  
& Co.'s Engineering Works. Possession, 1st  
February, 1907.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 4th January, 1907. [81]

**TO LET.**

NO. 1, WEST END TERRACE, Shamseer,  
Canton.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 10th December, 1906. [67]

**TO LET.**

"RANFURLY," CONDUIT ROAD.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 14th December, 1906. [65]

**TO LET.**

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [64]

**TO LET.**

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [64]

**A. CHAZALON & CO.,**

6, Queen's Road Central.

WHO have just received the finest as-  
sortment of ENGLISH and FRENCH  
CONFECTIONERY from the best makers  
of London and Paris.

ALSO

A Large Variety of LIQUORS, BOB-  
DEAUX, FORT, SHERRY, WHISKY, &c.,  
&c., from the most renowned houses in France  
and other foreign countries.

Hongkong, 11th January, 1907. [46]

**PORTUGAL'S LARCA COLONY.**

IN AFRICA.

The Portuguese East Africa colony, situated  
on the coast, lies about 1,000 miles from the  
Mozambique Channel and the Indian  
Ocean. Its widest portion is in the north,  
where it extends for over 400 miles inland, and  
its narrowest in the south, where it is about  
sixty miles in width in the vicinity of Lourenco  
Marques, its capital and chief city and port.  
Its area is approximately 78,000 square  
kilometers and it has an estimated native  
population of 3,200,000, with many thousands  
of Asiatics and Europeans. It is a special Agent  
Cris to the Department of Commerce and  
Labour at Washington.

This colony is administered by a governor  
general, residing at Lourenco Marques, and by  
governors of the various districts, all appointed  
by the crown. There are six administrative  
districts, two of which represent concessions  
under royal charters to the Mozambique and  
the Nyassa Companies. The charters of these  
companies prescribe in general terms that  
they shall develop the agricultural, mineral  
and commercial resources of their respec-  
tive territories as well as colonize them. At  
present there has, however, been little done  
beyond gathering indigenous products—rub-  
ber, ivory, hides and skins, mangrove bark and  
groundnuts. Most of these are obtained by  
the native, either independently or in the em-  
ploy of the companies. Nothing of either  
mining or agriculture has been extensively  
carried on. In addition to the provisions men-  
tioned, the Nyassa Company's charter provides  
that a railroad shall be constructed from the  
coast at Pemba Bay to Lake Nyassa. Al-  
though the company has existed since 1901 no  
progress has been made in actual construction.  
The Mozambique company was chartered in  
1891. Its territory embraces that portion of  
the colony from the southern mouth of the  
Zambesi and extending inland for about 300  
miles.

Within the territories of these companies  
deposits of gold-bearing quartz, copper and  
coal have been found, but no great effort has  
been made to develop them. Recently some  
study has been given to the growth of cotton,  
cocoa, palm, tobacco, coffee and sugar. On  
the banks of the Zambesi River a company has  
been engaged in producing sugar, and in the  
next few years have annually shipped between  
6000 and 7000 tons of their product to Lisbon.  
At Inhambane an English company has  
invested capital in a sugar-cane plantation  
and mill and is now shipping about 800 tons a  
year to Lisbon. The bounty of £7 per ton  
for all sugar produced in Portuguese colonies  
and shipped to Portugal, makes this a very  
attractive business. The company has an at-  
tractive field for the investment of capital. The  
swampy and malarious districts which are  
found throughout the colony are not conducive  
to extensive Caucasian immigration. In ad-  
dition to this, various diseases attack live stock  
to such an extent as to prove fatal in many in-  
stances to the native cattle. Consequently the  
agricultural development of the country is  
almost exclusively in the hands of the native  
and is there very limited.

In the district around the upper Zambesi  
River, lying between Rhodesia and British  
Central Africa, known as the district of Tete,  
the high plains and plateaus afford opportuni-  
ties for extensive agriculture, and the moun-  
tains for mining. These industries are carried  
on together with stock raising, and the manu-  
facture of tiles, bricks and coal by the foreign  
settlements which are quite extensive. Wheat,  
maize, cotton, tobacco, sugar-cane and cattle  
are the principal agricultural products, and  
gold, copper, coal and silver are the principal  
mining outputs.

Although there are several ports of call on  
the coast for ships in the East Africa trade,  
the most important is that of Lourenco Marques,  
which has good harbour, dock and landing  
facilities. Beira is the second port, deriving  
its importance from a harbour which has possi-  
bilities for fine development, and to the in-  
land transportation offered by the Beira and  
Mashonaland Railway, which has its tide water  
terminus at this port. It is the natural port for  
the distribution of the supplies for Rhodesia.  
The headquarters of the Mozambique chartered  
company are located at Beira. Other ports  
have promise of future importance upon the  
development of modern transportation and  
communication with the inland.

The Zambesi River, one of the five large  
rivers of Africa, is navigable to vessels drawing  
not over seven feet for about 100 miles only,  
and is inaccessible to ocean steamers on ac-  
count of bars at its mouth. The rivers of the  
colony are unsuited to navigation purposes for  
sea-going ships.

One large and prominent feature of trade  
in this section is what is known as the "Kaffir  
trade." The districts of Inhambane, Gaza and  
Lourenco Marques furnish from 60 to 70 per  
cent of the native labour for the Transvaal  
mines. Each year there are from 35,000 to  
40,000 natives of the Portuguese colony re-  
cruited for the Rand mines from these districts  
through the Government agencies established  
in the Portuguese and Transvaal colonies.

By these agencies close registration is kept of  
both of the outgoing and incoming natives and  
of their movements while sojourning in the  
Transvaal. Several thousand Kaffirs, however,  
enter the Transvaal annually without such re-  
gistration, their number being estimated at  
from 7,000 to 10,000. During 1905 there were  
known to be over 50,000 registered native la-  
bourers in the mines from the districts referred  
to. These natives engage themselves for a  
period of one year, and in many instances re-  
newal for a similar period at the expiration of  
their first term of service. With an annual average  
conversionally placed at 35,000 Kaffirs, in  
the neighbourhood of £3,600,000 to £3,800,000  
is brought into this and the surrounding  
districts.

The annual earnings of natives engaged in  
agriculture and of those engaged in the various  
local occupations have been authoritatively  
placed in the neighbourhood of £5,000,000,  
making a total amount available of about  
£8,600,000 to £5,000,000 in the hands of the  
natives. From reliable figures obtained, about  
one-third of this is expended in the purchase of  
cheap Portuguese wine, one-fifth in immigration  
fees by the mine recruits and in native hut  
taxes, and the remainder in buying cloth,  
blankets, clothing, umbrellas, cutlery, foreign  
foodstuffs, such as canned fruits, vegetables,  
meat and sardines, cheese, etc.; beads, wire  
for personal adornment and the other cheap  
fancy articles constituting the "Kaffir trade."

**Entertainment.**

HONGKONG ST. ANDREW'S SOCIETY.

ALSO OTTOMAN CONCERT.

to celebrate the anniversary of the Birth

of

ROBERT BURNS,

will be held in

GEORGE'S HALL, CITY HALL, at 8.15 P.M.

on

FRIDAY,

25th January, 1907.

Seats (\$1 each) may be reserved at the

ROBINSON PIANO CO., LTD.

Hongkong, 14th January, 1907. [115]

**Intimations.**

**NOTICE.**

OWNERS and/or Consignees of Cargo on  
board the S.S. "KWONG CHOW," on the  
18th September, 1906, when she was sunk  
in the Typhoon of that date are hereby informed  
that the cargo is being put into junk along-  
side the S.S. "KWONG CHOW," as the only  
left near LAI CHI KOK, and Owners and/or  
Consignees are hereby required to identify  
their Goods and take delivery of same prior to  
the 16th instant, after which date all unclaimed  
Cargo which is saleable will be sold to defray  
expenses of removal and the remainder will be  
destroyed.

THE SHUI ON STEAMSHIP

COMPANY, LIMITED.

Hongkong, 14th January, 1907. [119]

THE ALL NATIONS HIGH SCHOOL

AND GRADED COLLEGE.

THIS COLLEGE is now in a position to  
receive Pupils of all ages, either with or  
without Board and Lodging. For a thorough  
practical education, no better School can be  
found on the China Coast. Fees very  
moderate. Inquiries at No. 7, Carnarvon Road,  
Kowloon, or address Mr. F. L. CLYDE, the  
Principal, at the college.  
Hongkong, 26th December, 1906. [110]

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private  
Information on any subject of legal  
concern should apply to the SOUTH CHINA  
INFORMATION BUREAU AND INQUIRY  
OFFICE, No. 14, Des Voeux Road, Central,  
and floor. The Bureau is managed by one  
of the most highly educated and experienced  
habits, manners and language of the Euro-  
peans, Chinese and nearly every other  
nationality, found in Hongkong and neigh-  
bourhood, assisted by a thoroughly competent  
staff. Charges very moderate. Office hours  
from 7.30 to 7 P.M. daily.  
Hongkong, 26th December, 1906. [111]

**WANTED.**

BEDROOM, wanted by Gentleman, with or

without Board. Terms must be moderate.

Address particulars

"R. B."

C/o Hongkong Telegraph

Hongkong, 14th January, 1907. [110]

**Auctions.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions

to sell by

**PUBLIC AUCTION,**

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 18th January, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE QUANTITY OF

NICKEL, SILVER AND GOLD

WATCHES.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th January, 1907. [114]

**PUBLIC AUCTION.**

THE Undersigned have received instructions

to sell by

**PUBLIC AUCTION,**

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 19th January, 1907, at 2.30 P.M., at No. 4,

Queen's Road Central,

A LARGE ASSORTMENT OF

SILVER AND IVORY WARE.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th January, 1907. [106]

**PUBLIC AUCTION.**

OF

VALUABLE LEASEHOLD

PROPERTY,

to be sold

BY ORDER OF THE MORTGAGEE,

on

TUESDAY,

the 22nd day of January, 1907, at 3 o'clock in

the afternoon.

Mr. GEO. F. LAMBERT, Auctioneer,

at his Auction Rooms, in Duddell Street.

BEING all that PIECE or PARCEL OF

GROUND situate lying and being at

Victoria in the Colony of Hongkong and re-

ferred at the Land Office as SECTION B

OF MARINE LOT No. 54, together with the

**Auctions.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions

from the estate of the late Mr. S. W. S. S. S.

to sell by

**PUBLIC AUCTION,**

TO-MORROW,

the 17th January, 1907, at 11 A.M., at Wanchai

Goldsmiths, No. 97, Prince Street,

120 Cases WHISKY.

ALSO

One Large IRON SAFE, by Milners

and

SUNDRY OTHER MERCHANDISE

(Saved Cargo of S.S. "Moyana")

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th January, 1907. [118]

**PUBLIC AUCTION.**

THE Undersigned have received instructions

from the Harbour Master

to sell by

**PUBLIC AUCTION,**

TO-MORROW,

the 17th January, 1907, at Noon, on Board,

The Steam Launch

"YIT SUM,"

as she now lies in Causeway Bay—

Length over all.....18 feet.

Breadth extreme.....13 ft. 7 in.

Depth.....7 feet.

Engine.....Compound Surface

Condensing

Cylinders.....9 in. by 18 in. by

14 in. Stroke.

Boiler Pressure.....125 lbs.

Hull, Boiler and Engine built in Hongkong

in 1900.

TERMS—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 16th January, 1907. [101]

**PUBLIC AUCTION.**

THE Undersigned will let by Public

Auction,

TO-MORROW,

the 17th January, 1907, at 5 P.M., on the spot,

The Several Lots Numbered 1 to 19 on Plan

to be seen at the Auctioneers' Office, for erec-

tion of







## TELEGRAMS

## Rumors

It is officially stated in St. Petersburg that in spite of the expenditure on the famine of 80,000,000 rbls., there will be a surplus for 1906 of 214,000,000 rbls., of which 158,000,000 will wipe out the deficit for 1905.

The deficit for 1907 is 297,000,000 rbls., of which 55,000,000 is covered by the 1906 surplus and the rest by a new loan.

The estimates include 124,000,000 towards the cost of the Japanese war and 67,000,000 for relief of the famine.

Later.

## The United States and Japan.

The president of the Stanford Leland Stanford University at San Francisco, addressing a Socialist meeting, asserted that a Japanese Exclusion Act was impossible, and that it was nonsense to affirm that the United States must fight Japan for the mastery of the Pacific. He believed that Japan sincerely desired to stem unskilled labour emigration to the United States.

## THE CHANNEL TUNNEL.

A Paris despatch of Dec. 17 states:—The French and English companies that have agreed to bore each half of the tunnel under the channel that separates England from the continent, are pushing their plans just as if the British parliament had already passed the bill authorizing its construction.

The French parliament has already given its consent, and well informed diplomats say that it is a foregone conclusion, now that both nations have given so much evidence of late of the entente cordiale, that the British solons will pass the bill unopposed.

A new model, which shows the course of the proposed tunnel across the straits of Dover, is now exhibited by the French company, giving the different geological strata through which the boring would be made. This model was constructed by M. Ludovic Breton, the chief engineer of the company, and one of the most noted geologists of modern times.

Already at Sangatte, below Calais, near the coast, the plant of the French company has been erected, and a similar structure is in course of construction on the English side.

For nearly a century the tunnel scheme has been broached in both countries off and on, but not until 1865 was any decided move made. Then a French society was formed under the presidency of Michael Chevalier, the noted economist, with capital of 2,000,000 francs. One-fourth of the shares were taken by the De Rothschilds, and the French parliament sanctioned the project. At the same time an English concern was organized. It was planned that from each side a separate tunnel should be built. This British parliament permitted, but when in 1880 the two companies were merged and each wanted to build half of the tunnels so as to meet in the middle of the channel, Lord Wolseley sounded the alarm, and said the tunnel would prove a great menace to English in case of war. He had no objection to a bridge that could be blown up. The Britons passed a bill forbidding the construction of the tunnel, but not until from each side a mile of underground tube had been bored.

Nearly a quarter of a century has elapsed since the last bill was rejected by a select committee of lords and commons, and now a new bill is about to be introduced in the hope that the increased friendship of the two countries, the advance of science, and the reliability of the modern explosive, which would enable the tunnel to be blocked instantly in case of emergency, will completely do away with the old objections.

The proposed tunnel is to be 30 miles in length, running from Shakespeare Cliff, near Dover, to Sangatte, near Calais, in France. It is figured that the cost will be about \$50,000,000. The immense advantage of this dry-land link cannot be overestimated, for it is reckoned that a saving of at least five shillings in the ton would be effected on merchandise, and for passengers the knowledge that it was possible to get from London to all parts of the continent, without the discomforts of a channel crossing and the risk of mal-de-mer would be quite sufficient inducement to more than double the passenger traffic in both directions.

One of the tunnels will be for outward traffic, which would then run direct from London to all the countries of Europe, and the other tunnel for the incoming trains by the "Chemin de Fer du Nord."

The great drawback to the difficult operation of piercing a long tunnel, as demonstrated by the Simplon, is that the interior of the excavation is extremely hot, thus making work very difficult, but the character of the subsoil through which the channel tunnel would be bored is altogether different from that through which the Simplon was pierced.

Then, again, another difficulty presents itself, the question: Would there be any danger from sudden surges of water, considering the enormous masses that would roll ceaselessly overhead? One would imagine that there would be grave danger, but experts declare that there would be very little, and they confidently assert that the infiltration of water would not be nearly so much as is often seen during the sinking of mines.

One of the greatest difficulties that would be experienced in making the tunnel would be in tracing the line that should be followed in order to keep within the limits of the ground through which the water does not penetrate. This, of course, will be extremely difficult, as the topography of the work will have to be properly surveyed in the dark.

## AN UNLAWFUL WOMAN

## SERVED WITH A WRIT AFTER BEING FINED BY THE COURT

Charlotte Brooks, a woman of middle age, who has apparently seen better days, but is now stranded in the Colony, made an appearance before Mr. F. J. Fitzgerald, at the Police Court, this morning, on a charge of behaving in a disorderly manner whilst drunk in Arsenal Street at four o'clock this morning.

"Were you disorderly?" asked the Court.

"I was by myself and a dog, your Worship," said, accused. "I was not disorderly. How could I be disorderly when I was alone?" she asked.

Police Constable Shepherd, who made the arrest, said that early this morning he saw defendant leaning against a pillar in Arsenal Street speaking to some soldiers. She was intoxicated. After he had watched her for a few minutes he saw accused run up the road, yelling at the top of her lungs. The officer followed her into Queen's Road East. She attempted to ascend the staircase of the house and rolled to the bottom again.

Accused uttered a subdued whistle and said: "Oh! What falsehoods!"

"What have you got to say? Were you drunk?" asked the Court.

"I was not," said, accused. "There was nobody with me but a dog, and how could I do such things?"

Inspector Gourlay said that accused lived in his district, and about ten days ago he had to remove her to hospital suffering from the effects of a long inebriation.

"Five dollars, or fourteen days," announced the Court.

Accused marched out of Court and as soon as she entered the prisoner's waiting room she was met by the Supreme Court bailiff, who handed her a writ. The writ was for \$5 due to the Government Civil Hospital which has not been paid. She paid her fine and left the Magistracy.

## TANJONG PAGAR AWARD.

The following circular has been sent out to the T.P.D. Co. members:—

SECRETARY'S OFFICE,  
TANJONG PAGAR,  
Singapore, 3rd January, 1907.

To the Members.

Dear Sir or Madam,—I beg to advise you that in the course of negotiations with the Colonial Government with reference to the terms and conditions of any proposed issue of Inscribed Stock to the Company in part satisfaction of the Award, the Government have informed the Directors that they cannot yet commit themselves as to the rate of interest or price of issue or other terms of the proposed issue of Inscribed Stock.

In view of this, the Directors propose to take payment of the full sum awarded as compensation for the acquisition of the undertaking of the Company in cash, unless a favourable proposal regarding Inscribed Stock is put before the Directors in ample time to allow it to be submitted to the shareholders, and the necessary arrangements to be made with shareholders without loss of time being caused in distribution.

By order of the Board.

J. S. M. RENNIE, Secretary.

## A SOUTH SEA ISLANDS CONTRACT.

COMPLICATIONS WITH CAPT. O'KEEFE'S HEIRS.

Some three or four years ago, an adventurous sea captain named O'Keefe, well known throughout the Far East, was lost, it is supposed, in a typhoon. He was known by his intimates as "The King of Yap," an island in the South Seas, and he made periodic voyages in his little schooner from Yap to Hongkong with copra, beche-de-mer, and other island products. It was during one of those voyages, that he disappeared from human ken, and the supposition is that he was caught in a typhoon and that his schooner foundered with all hands.

Captain O'Keefe was, we believe, an Irish American. He was an adventurer of the 19th century type, and many are the yarns told about him. One is that he acquired the island of Yap with its queen, who subsequently bore him children. When he died, his legitimate widow and family appeared from the United States as claimants of his valuable property in the Far East and in the South Seas. For, though an adventurer, O'Keefe had succeeded in acquiring a good deal of this world's goods, and he had some leasehold property in Hongkong which realized a goodly sum at public auction.

This is not a full and particular history of an interesting figure, however, but only a brief outline to introduce the following paragraph from one of our Netherlands India contemporaries, and to correct some of its misstatements:—

"Recently an American trader named O'Keefe died in the Fellow Islands, leaving riches which his heirs are disputing for. From there, he used to carry on trade with the Mapia Islands, a group off the New Guinea coast within the jurisdiction of the Sultan of Tidore a vassal of the Netherlands India Government. O'Keefe bound the Mapia chiefs to supply him under contract, with all the copra produced on the islands."

"He held of the Netherlands India Government on this islands very slight indeed, and is only manifested by occasional visits of men-of-war. On O'Keefe's death, his contract rights in the islands passed over to his widow, a Filipino, and their children. The Government have directed that O'Keefe's contract with the Mapia chiefs should be confirmed to his heirs, on condition that they allow no other foreigners to settle there."—*Strait Times*.

## NEW ATTORNEY GENERAL FOR HONGKONG.

## AN APPOINTMENT FROM CYPRUS.

Information has just been received of the appointment of Mr. William Rees Davis, King's Advocate at Cyprus, to succeed Sir Henry Berkeley, K.C., as Attorney General at Hongkong.

Mr. Rees Davis was educated at Eton and Trinity College, Cambridge, where he graduated B.A. in 1885. He was called to the Bar (Inner Temple) two years later, and went on the South Wales circuit. He is a Justice of the Peace and Deputy Lieutenant of Pembrokeshire, and has had the unusual experience for a Colonial law officer of having sat in the House of Commons. He was Member of Parliament for Pembrokeshire from 1892 to 1895, being assistant private secretary to the Chancellor of the Exchequer from 1893 to 1895. Mr. Rees Davis first official appointment was as Attorney General of the Bahamas, which he took up in December, 1897, and he administered the government in 1901. In 1902 he acted as Chief Justice for a few months, and in the same year went to Cyprus as King's Advocate. The promotion to Hongkong, provided the same salaries are paid, is a very important one for Mr. Rees Davis. In Cyprus, where he had a seat in the Legislative and Executive Councils, his salary was £750. In Hongkong, Sir Henry Berkeley's salary was £1,500.—*Strait Times*.

## U.S. NAVAL HOSPITAL.

## DEBILITATING CLIMATE OF THE FAR EAST.

The project for the erection by the government of a large marine hospital at the navy yard, Puget sound, was unanimously endorsed by the Chamber of Commerce on the 19th ult. in the following resolution, introduced by Judge Thomas Burke:

"It is understood that the navy department has recommended the establishment of a large and well-equipped hospital at the Puget sound navy yard, to care properly for the sick and ailing brought there on naval vessels coming to the yard from the Orient and other places, as well as for the care of the occasional cases of sickness arising at the yard."

Resolved, That in view of the healthfulness of the climate of Puget sound at all seasons of the year and its marked recuperative influence upon persons returning from the debilitating climate of the Far East, that the action of the navy department in recommending the establishment of such a hospital at the Puget sound navy yard deserves the cordial support of this chamber and of the centre congressional delegation from this state, and we earnestly urge our members of congress to do everything in their power to secure the adoption of the secretary's recommendation."

## "THE NEW FAR EAST."

The changing circumstances of the Far East are described with much insight and moderation by an American writer of repute, Mr. Thomas F. Millard, sometime special correspondent from the Russian side in the Russo-Japanese war to "Scribner's Magazine," in a volume which has just been issued by Messrs. Hodder and Stoughton. It is entitled "The New Far East," and in it the author views political conditions in the Far East without racial prejudice, describing the situation in a style which should prove of interest to those who are so ready to condemn any criticism of the Japanese Government and the policy in Korea and elsewhere in the Orient. Mr. Millard, however, only gives voice to conclusions which should have been by now generally recognised. That they are not—at all events in England—is due probably enough to the foolish exaggeration with which Japan is now regarded.

None the less, it should be understood that by the results of the Russo-Japanese war a new factor has appeared in the Far East which, under a pretence of helping China to reform, conceals a widespread movement against foreign predominance. The new China—as much a creation of Tokio as a product of Peking—it is intended shall view Far Eastern problems through Japanese glasses, and Mr. Millard illustrates the gravity of the situation in words which strike an undoubted warning. Thrust at the expense of Great Britain are not wanting from the shrewd comments with which his pages are filled, but although the rebukes may be justified, the worst of things Japanese has assumed such dimensions in this country that it is to be feared it will not be arrested by Mr. Millard's work.—*P. M. G.*

"The New Far East: An examination into the new position of Japan and her influence upon the solution of the Far Eastern Question, with special reference to the interests of America and the future of the Chinese Empire." By Thomas F. Millard. (London: Hodder and Stoughton.)

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 16th at 11.45 A.—The barometer has risen over Japan, and fallen over China, particularly on the E. Coast.

The depression, which will probably move Eastwards, has appeared over Central China, and the high pressure area now lies over the Sea of Japan.

Moderate to light monsoons may be expected in the Formosa Channel, and fresh to moderate monsoons over the China Sea.

## FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate to light; cloudy, misty.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Loochoo, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, M.E. winds, moderate.

## SMOKERS ON THE STREET.

## A FAMILIAR SIGHT IN HONGKONG.

Was it simplicity or was it a pure attempt at bluff that caused a defendant in a case before Mr. W. A. Hareland, to-day, to put up the extraordinary defence he did, when charged with theft? It appears that quite recently a cigarette factory has been instituted in Wanchai, and yesterday morning the manager, no doubt having a keen eye for business, sent out, on a truck in charge of his coolies, several hundred boxes of the cigarettes, to be delivered to various firms, as samples of the factory's product. On the road the coolies stopped their truck in front of a shop in Des Voeux Road Central, while they entered the establishment to deliver a parcel of the sample "smokes." Seeing the truck thus left unguarded a passing coolie helped himself to a box and fled up the street. Being chased, however, by one of the truckmen who was a better sprinter, and who had spotted him, out of the tail of his eye, in the act of purloining a box, the cool young thief was grabbed, and the police looked after him until the Court sat this morning. When it came to his turn to answer the Magistrate's question as to whether he was really or not, the accused put up the amazing plea that he helped himself to a box of cigarettes because he saw others doing the same, and thought that the boxes were specially placed on the truck for the public to help themselves to them at their own free will. That remarkable plea, however, did not explain his bolting for dear life down the road when he had secured his "public property," and the unsympathetic magistrate thought that fourteen days' hard labour would about meet the justice of the case, and passed an order to compass that result accordingly.

## CHINA BORNBO CO. LD.

## WORK FOR THE SLIPWAY.

There is at present on Messrs. The China Bornbo Company's Slipway at Sandakan the American schooner *Peoples* measuring 127' x 33' x 9' and of 245 tons register, her actual dead-weight is about 500 tons. She has come to Sandakan to be repaired and is having a new false keel placed, new timber put in, various minor repairs, and is being scraped and painted.—*B. N. B. Herald*, Jan. 2.

## A GROSS DISCOVERY.

## A SKELETON IN A PILLOW.

The *Singapore Free Press* of 8th inst. says:—Yesterday, at the Teluk Ayer Reclamation, two "chintings" were examining the baggage of some Chinese coolies for opium when they made rather a gruesome find. One of the coolies had a pillow wrapped up in a mat, and whilst examining it for concealed tin of chandu the "chintings" fingers encountered a "hard substance." The pillow was promptly ripped open and instead of the expected chandu chandu the horrified Revenue Officer found a grinning human skull. A further examination of the pillow when his nerves had recovered from the first shock, disclosed other parts of a complete human frame. The owner of the pillow was taken to the Teluk Ayer Police Station and here stated that the bones were the remains of his elder brother who had died in Bagan. He was taking the bones back to China for burial. The coolie appeared much alarmed and begged to be "tolonged."

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Buyers.—Hongkong Banks \$75, National Banks \$49, Union Insurance \$75, Hongkong Firms \$30, China Firms \$94, China Sugars \$125, Rarab \$58, Shanghai Docks \$15, 105, Hongkong Lands \$170, Hongkong Hotels \$112, Humphreys Estate \$11.85, China Providents \$9, Cements \$21, Electric \$15, Ice \$35, China Light and Powers \$9.

Sellers.—Canton Insurance \$97, HK, C. & M. Steamboats \$30, Douglas \$36, Hongkong Docks \$148, West Point \$30, China Borneo \$10, Ropes \$21.

Sales.—Macao Steamboats \$30, Hongkong Docks \$148, Hongkong Cottons \$114, Cements \$11.

Nominal.—Indo-China \$87, China and Malaya \$35, Shell Transports \$30, Kowloon Wharves \$6, Hongkong Wharves \$11, 235, 2nd issue, Dairy Farms \$164, Tramways \$21, Watsons \$12, Towells \$8.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 2/2 1/2  
Do. demand 2/2 1/2  
Do. 4 months sight 2/2 1/2  
France—Bank T.T. 2/2 1/2  
America—Bank T.T. 2/2 1/2  
Germany—Bank T.T. 2/2 1/2  
India T.T. 2/2 1/2  
Do. demand 105 1/2  
Shanghai—Bank T.T. 73  
Singapore T.T. 5 1/2 prem.  
Japan—Bank T.T. 100  
Java—Bank T.T. 134 1/2

Buying.  
4 months sight L/C 2/2 1/2  
6 months sight L/C 2/2 1/2  
30 days sight San Francisco & New York 5 1/2  
4 months sight do 5 1/2  
30 days sight Sydney and Melbourne 2 1/2  
4 months sight France 2 1/2  
6 months sight do 2 1/2  
4 months sight Germany 2 1/2  
Bar Silver 5 1/2  
Bank of England rate 6 1/2  
Sovereign 105 1/2

## ACCIDENT IN THE WHARBOUR.

## SEAMAN DROVE INTO STOKES.

The police dog, lying from the mast of Messrs. David Sassoon and Co.'s new steamer *Yehes* attracted the attention of the man on the look-out at the Water Police Station at eight o'clock this morning. Several officers responded to the call and they were informed by the first officer that an accident had befallen one of the crew. The police officers were led to the top of the stokehold, at the bottom of which they saw a Chinaman lying on his back. He was got out after some difficulty and promptly removed to the Tung Wah Hospital for treatment. On examination it was found that the seaman had injured his spine. The police could not obtain any information as to how the man got into the stokehold, but it is believed that the seaman, while passing, slipped and fell into the hold. His condition is serious and little or no hope is entertained for his recovery.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## SATURDAY,

the 19th January, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

## A LARGE ASSORTMENT OF WINES AND SPIRITS.

TERMS.—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 16th January, 1907. [121]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## SATURDAY,

the 19th January, 1907, at 11 A.M., at the Po On Insurance Co.'s, Godown, West Point,

## 92 Bags AUSTRALIAN FLOUR,

(more or less damaged by sea water).

## TERMS.—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 16th January, 1907. [122]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

## SATURDAY,

the 19th January, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

## SUNDRY VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and HAIR MATTRESSES, TRUNKS, WARDROBES with REVELLED GLASS, WRITING TABLES, TRUNKS, SIDEBOARDS and DINNERS WAGGONS with GLASS, MARBLE-TOP WASHSTANDS, GLASS and CROCKERY WARE, PICTURES, &c., &c.

Also

A quantity of CANTON CARVED BLACKWOODWARE. TERMS.—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 16th January, 1907. [120]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti will be despatched as above, on or about MONDAY, the 21st instant. For Freight or Passage, apply to

## G. DE CHAMPEAUX,

Agent.  
Hongkong, 16th January, 1907. [10]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 19th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

## JARDINE, MATHESON &amp; Co.

General Managers.  
Hongkong, 16th January, 1907. [6]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 338, H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday, and Thursday, at 6 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has an excellent accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey.....\$4 Meals.....\$1 each.

The Company's Wharf is situated in front of the New Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,  
No. 1, Queen's Road West.  
Hongkong, 16th January, 1907. [16]

## Entertainments.

## THE

## ROBINSON PIANO

## CO., LD.

## TALKING MACHINES

## AND

## RECORDS.

## New Stock just arrived

## LARGE AND VARIED

## ASSORTMENT

## MUSIC.

## Comic Opera Scores

## and Dance Music.

## RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [13]

## THE FAMOUS

## AMSTEL PASTEURIZED

## PILSENER

## BEER.

## THE BEER OF THE DAY.

## ESPECIALLY BREWED AND PAS

## TEURIZED FOR TROPICAL

## CLIMATES.

NOT an item of preservative used. The lightest, most wholesome and delicious Beer ever put on this market.

You will reject all others when once you have used it.

PUT UP WITH CROWN STOPPERS

4 Dozen quarts or 6 Dozen pints.....\$12.50

Per Dozen quarts.....\$1.25

" pints.....\$1.75

A DISCOUNT OF 10% WILL BE ALLOWED UNTIL FURTHER NOTICE.

## SOLE AGENTS

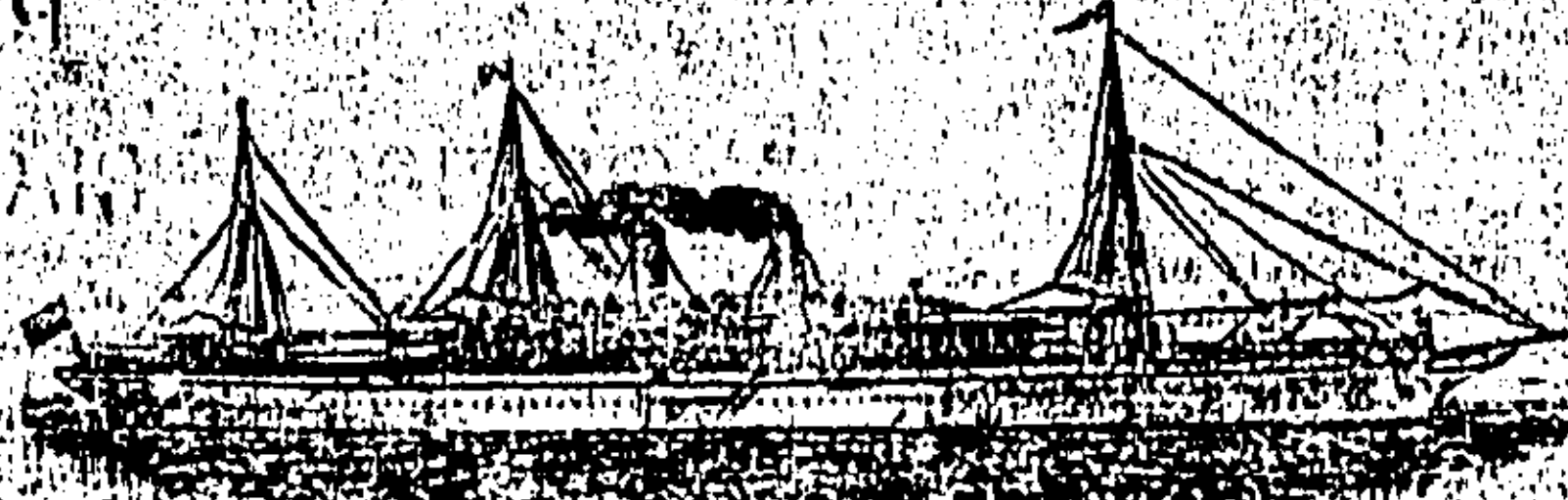
## H. PRICE &amp; CO.

## WINE AND SPIRIT MERCHANTS



Shipping—Steamers

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPEROR OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th
"EMPEROR OF JAPAN"	6,000	THURSDAY, March 14th	April 1st
"TARTAR"	4,425	WEDNESDAY, March 27th	April 20th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express to St. John, N.B., with the Company's New Pacific "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s. Hongkong to London, Intermediate on "Lao" 44s. "Lao" 44s. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya. Hongkong, 10th January, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	ONSANG	FRIDAY, 18th Jan., 3 P.M.
MANILA	YUENSANG	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	WOSANG	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	CHOYSANG	SATURDAY, 19th Jan., 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	LAISANG	THURSDAY, 24th Jan., 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Waa Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th January, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	17th January, Noon.
QUEU and ILOILO	"HUICHOW"	19th " 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	20th " Daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	21st " 4 P.M.
MANILA	"TEAN"	22nd " "
SHANGHAI	"YOOHOW"	22nd " "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. \* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th January, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Jan., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 26th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 12th January, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

About

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHENANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large well-ventilated cabins, and are lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH, in addition to the above steamers, the "SILVIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
For SHANGHAI, KOBE AND YOKOHAMA.	For THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA	21st January.
HAMBURG	3rd March.
RHENANIA	1st April.
Hongkong, 15th January, 1907.	

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,506	E. V. Roberts	5th Feb.
Tremont	9,506	T. W. Garlick	26th Feb.
Lyra	4,417	H. C. Armstrong	"

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels' anchors, steadiness at sea. Electric fan in each room.

Barber's shop and steam laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 21st January.  
S.S. "SIKH" 9th February.  
S.S. "MUNCASTER CASTLE" 12th March.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 16th January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE" Captain Helms will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th January, 1907.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU" 6,000 tons Captain W. T. S. Fitter will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information, apply to

K. MATSUDA, Manager, York Building, Hongkong, 27th December, 1906.

Halls

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE"

Captain A. Alland, will be despatched for MARSEILLES on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia, with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. OCEANIE 5th February.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th January, 1907.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th January, 1907.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "MACDUFF"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 13th January, 1907.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th January, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamers.

"ARCADIA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., per S.S. Mongolia and Persia. From Calcutta, &c., per S.S. Sumatra. From Penang, &c., per B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 16th instant, at 4 P.M., will be subjected to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be put in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1907.

Intimations

A WONDERFUL DISCOVERY.

THERAPION.

This preparation is a combination of the most powerful of nature's healing agents, and has been found to be the most effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the internal organs, and for all diseases of the nervous system, and for all diseases of the reproductive system, and for all diseases of the urinary system, and for all diseases of the digestive system, and for all diseases of the respiratory system, and for all diseases of the circulatory system, and for all diseases of the excretory system, and for all diseases of the locomotor system, and for all diseases of the sensory system, and for all diseases of the motor system, and for all diseases of the intellectual system, and for all diseases of the emotional system, and for all diseases of the volitional system, and for all diseases of the moral system, and for all diseases of the spiritual system.

THE NEW METHOD OF THERAPION.

which may certainly rank with the most powerful of nature's healing agents, and has been found to be the most effective remedy for all diseases of the blood, and for all diseases of the skin, and for all diseases of the internal organs, and for all diseases of the nervous system, and for all diseases of the reproductive system, and for all diseases of the urinary system, and for all diseases of the digestive system, and for all diseases of the respiratory system, and for all diseases of the circulatory system, and for all diseases of the excretory system, and for all diseases of the locomotor system, and for all diseases of the sensory system, and for all diseases of the motor system, and for all diseases of the intellectual system, and for all diseases of the emotional system, and for all diseases of the volitional system, and for all diseases of the moral system, and for all diseases of the spiritual system.

Sold by all Chemists.

KWONG SANG & CO.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS IN Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gents' men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

THE ISTHMIAN CANAL.

COMMISSIONER'S REPORT.

Washington, 20th December.

The report of the Isthmian canal commission for the year ending December 31, 1906, was made public to-day.

The report states that during the year the first stage of canal work, that of preparation, has virtually been past, and the commission finds itself in position to enter upon the second stage, that of actual construction of a lock canal at an elevation of eighty-five feet, authorized by congress in June last.

SANITATION.

The work of sanitation throughout the canal zone has been continued with great energy during the year. The most serious problem that confronted the health department when it was organized two years ago was the elimination of yellow fever, which had been an important factor in the failure of the French company and was regarded as one of the most formidable obstacles to American success.

The Isthmian is now completely free of this disease, an achievement which demonstrates the high efficiency of the health department in combating other diseases, the department has been scarcely less successful. The average daily sick rate among employees of the commission during the ten months from January 1, 1906, to October 31, 1906, was twenty-eight per thousand, which is no higher than might be expected in an equal body of laborers engaged in construction work in any part of the world. During the same period the death rate among the whites was about 171 per thousand, and among the blacks nearly 53 per thousand.

CARE OF EMPLOYEES.

Great progress has been made during the past year in providing for the welfare and comfort of the employees. The commission now has sufficient buildings to provide quarters for all its bachelor employees. There are still many married men, however, for whom no quarters are available, but upon the completion of the houses now authorized these will be provided for. There are now approximately 1,200 American women and children on the Isthmian.

The efforts of the commission during the year to provide some method by which employees might obtain meals at a reasonable rate have been entirely successful.

The commission has made some progress in its efforts to provide means of amusement and recreation for its employees, but not so much as would have been the case had it not been for the continued stress of work of more vital importance.

PERSONNEL.

The force employed on the Isthmian on November 1, 1906, was as follows:— In November, 1905, the commission's employees numbered approximately 17,000, and in November, 1906, the number was practically the same. Of these, 12,612 were under the department of construction and engineering, 1,122 under the division of material and supplies, 2,291 under the department of auditing and sanitation, and 1,375 in the engineering and disbursing offices.

Of the 17,000 men, about 3,700 were on the gold rolls, virtually all white Americans, and 13,300 on the silver rolls, mainly aliens. This number does not include 4,000 people employed on the Panama railroad.

The above number represents the approximate number that was actually on the pay roll for the end of November, 1906, and does not include a large number of men—especially West India laborers—who for various reasons are not continually employed by the commission, but who possibly work a few months each year and who are nevertheless under the jurisdiction of the commission as far as quarantine, sanitation and disbursing are concerned.

There are in round numbers about 25,000 men under the direct jurisdiction of the Isthmian canal commission and Panama Railroad Company.

LABORERS EMPLOYED. Another year's experience with negro laborers from nearby tropical islands and countries has convinced the commission of the impossibility of doing satisfactory work with them. The majority of negro work has long been done







## Intimations.

**SWEETS, FONDANTS, MARRONS GLACES.**  
**FRENCH, ENGLISH AND SWISS**  
**CHOCOLATES AND BON-BONS.**

Liqueurs of the most renowned French Brands.

**CHAMPAGNES, BURGUNDIES AND**  
**CLARETS**

OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect  
 our stock.

**A. CHAZALON & CO.,**

69, QUEEN'S ROAD CENTRAL.

Hongkong, 11th January, 1907.

## NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"  
 Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to  
 match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,

1, Ice House Road.

Hongkong, 7th December, 1906.

**CUTLER, PALMER & CO.**  
**WINE & SPIRIT MERCHANTS,**

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
 ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$12.50	—
	19.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**  
 HONGKONG AGENTS.

Hongkong, 16th November, 1906.

**ACHEE & CO.**

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
 Hongkong, 16th May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIS & Co. Corrected to noon & later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	80,000	1125	1125	{ £1,000,000 \$10,350,000 \$12,733 \$150,000 }	\$1,712,472	{ £1.15 @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1905	15 %	{ \$27 buyers London 3/6 to 4/0 }
National Bank of China, Limited.....	99,925	£7	£8	{ \$1,775,000 \$2,000,000 }	\$74,099	\$2 (London 3/6) for 1905	...	{ 140 }
MARINE INSURANCES.								
Anton Insurance Office, Limited.....	10,000	£250	£50	{ \$1,775,000 \$2,000,000 }	\$233,638	\$20 for 1905	6 1/2 %	{ 1907 }
North China Insurance Company, Limited.....	10,000	£15	£5	{ Tls. 110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	{ Tls. 80 sellers }
Union Insurance Society of Canton, Limited.....	10,000	£250	£100	{ \$2,000,000 \$2,000,000 }	\$2,742,271	Interim div. of 5/- for 1905	3 1/2 %	{ 1905 buyers }
Yangtze Insurance Association, Limited.....	8,000	£100	£60	{ \$800,000 \$800,000 }	\$508,334	\$12 and 5/- special dividend for 1904	9 1/2 %	{ 160 buyers }
FIRE INSURANCES.								
China Fire Insurance Company, Limited.....	10,000	£100	£20	{ \$229,488 \$250,000 }	\$34,098	\$6 for 1904	6 1/2 %	{ 1904 buyers }
Hongkong Fire Insurance Company, Limited.....	10,000	£250	£50	{ \$1,220,928 \$1,220,928 }	\$422,618	\$25 for 1904	7 1/2 %	{ 1350 buyers }
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	£25	£25	{ \$6,000 \$6,000 }	\$6,563	\$14 for 1905	9 %	{ 322 }
Douglas Steamship Company, Limited.....	10,000	£50	£50	{ \$500,000 \$500,000 }	\$5,464	\$24 for year ended 30.6.1906	7 %	{ 1905 }
Hongkong, Canton & Macao Steamboat Co., Ltd.....	10,000	£15	£15	{ \$120,000 \$120,000 }	\$2,452	\$1 for 1st half-year 1906	6 1/2 %	{ 130 }
Indo-China Steam Navigation Company, Limited.....	10,000	£10	£10	{ \$1,000,000 \$1,000,000 }	\$2,452	10/- @ ex. 2/11 9/18 = \$16.47	5 1/2 %	{ 187 }
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	{ Tls. 20,000 Tls. 20,000 }	Tls. 23,156	{ Interim div. of Tls. 4/- for 1906 Interim div. of Tls. 1/- for 1905	9 1/2 %	{ Tls. 50 buyers }
Do. (Preference)	2,000,000	£1	£1	{ £144,444 £144,444 }	£207,815	1/- (Coupon No. 6) for 1905	4 %	{ 304 }
Shell Transport and Trading Company, Limited.....	10,000	£10	£5	{ Tls. 98,000 Tls. 98,000 }	\$218	{ \$1.50 for year ending 30.6.1906 \$0.75 for 1905	3 1/2 %	{ 120 }
Star Ferry Company, Limited.....	10,000	£10	£5	{ Tls. 305,479 Tls. 305,479 }	13,513	Interim div. of Tls. 2 account 1905	8 1/2 %	{ T. 50 }
Tsuen Tung and Lighter Company, Limited.....	10,000	£50	£50	{ Tls. 48,000 Tls. 48,000 }	13,513	Interim div. of Tls. 2 account 1905	8 1/2 %	{ T. 50 }
REFINERIES.								
Hongkong Sugar Refining Company, Limited.....	10,000	£100	£100	{ \$850,000 \$850,000 }	140,914	Final of \$15 making \$45 for 1905	20 %	{ \$125 }
Union Sugar Refining Company, Limited.....	10,000	£100	£100	{ \$850,000 \$850,000 }	132,588	\$1 for 1905	12 1/2 %	{ 121 }
Yak Sugar Cultivation Company, Limited.....	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 8,535	Tls. 4 (8 %) for year ending 31.8.06	5 %	{ Tls. 80 sales }
MINING.								
Hipose Engineering and Mining Company, Ltd.....	100,000	£1	£1	{ £110,000 £110,000 }	£12,546	Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	{ Tls. 100 buyers }
Central Consolidated Mining Company, Limited.....	150,000	G. \$10	G. \$10	{ none none }	G. \$90,950	Interim of 50 cents for account 1906	10 %	{ G. \$10 buyers }
Sub Australian Gold Mining Company, Limited.....	50,000	£1	£1	{ £4,873 £4,873 }	£8,745	No. 12 of 1/- = 48 cents	18 1/2 %	{ 184 buyers }
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited.....	18,000	£25	£25	{ \$70,000 \$70,000 }	\$8,915	\$1 for 1905	5 1/2 %	{ 121 }
Hongkong & Kowloon Wharf and Godown Co., Ltd.....	40,000	£50	£50	{ \$150,000 \$150,000 }	\$20,040	\$24 for a/c 1906	6 1/2 %	{ 100 sales }
Hongkong and Whampoa Dock Company, Ltd.....	10,000	£50	£50	{ \$40,000 \$40,000 }	\$39,087	\$6 for first half-year ending 30.6.06	8 1/2 %	{ \$118 }
New Amoy Dock Company, Limited.....	10,000	£50	£50	{ \$40,000 \$40,000 }	\$2,221	\$1 for 1905	6 1/2 %	{ \$118 }
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	{ Tls. 105 buyers }
Shanghai and Hongkong Wharf Company, Limited.....	32,000	Tls. 100	Tls. 100	{ Tls. 48,710 Tls. 48,710 }	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	{ Tls. 245 buyers }
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905	18 1/2 %	{ Tls. 255 buyers }
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.....	25,000	Tls. 100	Tls. 100	{ none none }	none	First year	10 %	{ Tls. 100 sp. & b. }
Star House Hotel Company, Limited (Shanghai).....	10,000	£25	£25	{ \$50,000 \$50,000 }	\$8,418	\$3 for year ended 30.6.1906	13 1/2 %	{ \$30 buyers }
Central Stores, Limited.....	24,000	£15	£15	{ none none }	14,719	\$2.40 on \$12 for 1905	10 %	{ \$18 buyers }
Do. (new issue).....	123	£15	£15	{ none none }	14,719	7 % on \$71 for 1905	10 %	{ \$18 buyers }
Do. (Founders).....	12,000	£50	£50	{ \$64,971 \$64,971 }	10,057	\$5 for first half-year for 1906	9 %	{ \$112 }
Hongkong Land Investment and Agency Co., Ltd.....	10,000	£100	£100	{ \$100,000 \$100,000 }	167,839	Interim div. of \$33 account 1906	10 1/2 %	{ \$12 buyers }
Hotel des Colonies Company, Limited.....	10,000	Tls. 25	Tls. 25	{ Tls. 29,783 Tls. 29,783 }	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	{ \$80 buyers }
Hotel Metropole Company, Limited.....	10,000	£100	£100	{ none none }	\$5,070	Final of \$6 making \$10	6 1/2 %	{ \$12 sales }
Empire Estate & Finance Company, Limited.....	10,000	£10	£10	{ \$50,000 \$50,000 }	\$5,070	80 cents for 1905	6 1/2 %	{ \$12 sales }
Kowloon Land and Building Company, Limited.....	10,000	£50	£50	{ none none }	\$574	\$24 for 1905	4 1/2 %	{ \$37 }
Shanghai Land Investment Company, Limited.....	10,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 869,493 }	12,194	Tls. 3 for half-year 1906	5 1/2 %	{ Tls. 100 buyers }
Do. (new issue).....	26,000	Tls. 25	Tls. 25	{ Tls. 170,000 Tls. 170,000 }	12,194	Interim div. of \$2 account 1906	8 %	{ Tls. 62 buyers }
West Point Building Company, Limited.....	12,500	£50	£50	{ none none }	\$772	Interim div. of \$2 account 1906	8 %	{ \$10 }
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 }	Tls. 64,986	Tls. 10 for year ended 31.12.06	14 1/2 %	{ Tls. 60 sales }
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	175,000	£10	£10	{ Tls. 45,939 Tls. 45,939 }	\$21,660	\$14 for the year ending 31.7.06	10 1/2 %	{ \$12 }
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 }	Tls. 36,211	Tls. 6 for year ended 30.6.06 (8 %)	9 1/2 %	{ Tls. 62 }
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.....	8,000	Tls. 100	Tls. 100	{ none none }	Tls. 35,986	Tls. 8 for 1905	7 1/2 %	{ Tls. 103 }
Soy Chee Cotton Spinning Company, Limited.....	7,000	Tls. 500	Tls. 500	{ Tls. 18,456 Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	{ Tls. 340 buyers }
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited.....	4,000	£100	£100	{ none none }	\$1,066	\$7 for 1905	7 1/2 %	{ \$100 sales }
Bell's Asbestos Eastern Agency, Limited.....	8,604	£12/6	£12/6	{ £814 £814 }	\$1,066	\$13 per share for 1905	8 1/2 %	{ \$7 sellers }
Campbell, Moore & Co., Limited.....	1,200	£10	£10	{ none none }	\$1,066	\$3 for 1905	10 %	{ \$30 }
China-Borneo Company, Limited.....	10,000	£12	£12	{ none none }	\$1,066	\$1 for 1904	10 %	{ \$10 }
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	{ Tls. 50 buyers }
China Light and Power Company, Limited.....	50,000	£10	£10	{ none none }	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	{ \$10 }
China Provident Loan & Mortgage Company, Ltd.....	100,000	£10	£10	{ \$8,000 \$8,000 }	\$1,581	80 cents for 1905	8 1/2 %	{ \$9.40 buyers }
Dairy Farm Company, Limited.....	25,000	£7 1/2	£7 1/2	{ \$50,000 \$50,000 }	\$2,555	\$1.50 for year ending 31.7.1906	8 1/2 %	{ \$104 sales }
Green Island Cement Company, Limited.....	200,000	£10	£10	{ \$100,000 \$100,000 }	\$52,291	Int. div. of 75 cents for 1905	9 1/2 %	{ \$12 }
Hall & Holtz, Limited.....	21,000	£20	£20	{ \$86,000 \$86,000 }	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	{ \$23 sales }
Hongkong Electric Company, Limited.....	60,000	£10	£10	{ none none }	\$2,568	\$1.00 for 10 months ending 28.2.06	7 1/2 %	{ \$16 }
Hongkong High-Level Tramways Company, Ltd.....	1,250	£100	£100	{ \$50,000 \$50,000 }	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	{ \$15 }
Hongkong Ice Company, Limited.....	5,000	£25	£25	{ \$180,000 \$180,000 }	\$3,776	Int. div. of \$4 for 1905	8 1/2 %	{ \$35 buyers }
Hongkong Rope Manufacturing Company, Ltd.....	50,000	£10	£10	{ \$50,000 \$50,000 }	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	{ \$21 sales }
Hongkong Steam Waterboat Company, Limited.....	15,000	£10	£10	{ \$50,000 \$50,000 }	\$5,813	Final of 50 cents making \$1 for the year	14 1/2 %	{ \$7 }
Maatschappij tot Mijl-, Bosch- en Landbouwen exploitatie in Langkat, Limited.....	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 }	Tls. 10,374	4th interim div. of Tls. 7 1/2 making Tls. 30 1/2 so far a/c 1906	9 1/2 %	{ Tls. 242 buyers }
Philippine Company, Limited.....	67,500	£10	£10	{ none none }	Dr. P. 34,324	None	...	{ \$5 buyers }
Shanghai Gas Company, Limited (old).....	10,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 165,000 }	Tls. 11,017	Interim dividend of Tls. 3/- account 1906	6 1/2 %	{ Tls. 110 sales }
Do. (new).....	8,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 165,000 }	Tls. 11,017	Interim dividend of Tls. 3/- account 1906	6 1/2 %	{ Tls. 110 sales }
Shanghai Horse Bazaar Co., Ltd.....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 45,000 }	Tls. 9,751	Tls. 6 for 1904	13 %	{ Tls. 120 buyers }
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 8,000 }	Tls. 2,953	Interim div. of Tls. 5 account 1906	11 1/2 %	{ Tls. 120 buyers }
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 24,820 }	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 %	{ Tls. 102 buyers }
Shanghai Waterworks Company, Limited.....	8,175	£20	£20	{ Tls. 190,000 Tls. 190,000 }	Tls. 85,592	Interim div. of 15/- for 1905	...	{ Tls. 315 }
South China Morning Post, Limited.....	7,200	£25	£25	{ none none }	Dr. \$41,934	Interim div. of 15/- for 1905	...	{ Tls. 281 }
Team Laundry Company, Limited.....	20,000	£5	£5	{ none none }	\$214	None	16 1/2 %	{ \$21 }
Tientsin Waterworks Company, Limited.....	2,000	Tls. 100	Tls. 100	{ Tls. 15,205 Tls. 15,205 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	{ Tls. 100 buyers }
United Asbestos Oriental Agency, Limited.....	9,900	£10	£10	{ \$25,000 \$25,000 }	\$752	70 cents for year ended 31.7.06	8 1/2 %	{ \$10 }
Do. (Founders).....	100	£10	£10	{ \$25,000 \$25,000 }	\$752	\$0.90 for 1905	6 1/2 %	{ \$10 }
Watson, (A. S.) & Co., Limited.....	10,000	£10	£10	{ \$25,000 \$25,000 }	\$7734	Interim of 40 cents for account 1906	8 1/2 %	{ 612 }
William Powell, Limited.....	15,000	£10	£10	{ \$4,500 \$4,500 }	\$182	Final of 3 cts. making 80 cts. for the year ended 30th June, 1906	10 %	{ \$8 }
DIVIDENDS PAYABLE.								
China Provident Loan & M. Co.							80 cts.	Sat. Jan. 1906